

VISITOR TRANSPORTATION SYSTEM SURVEY RESULTS

VTS ID: 47.1

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Name of the NPS Unit:	Mount Rainier National Park			VTS Group:	Surface
Name of VTS:	Rainer Overland, Inc.			NPS Region:	Pacific Northwest
Respondent's Name:	Eric Walkingshaw			Annual Visitors:	1,338,961
Respondent's Title:	Chief of Planning				
Respondent's Phone:	(360) 569-2211	Fax:	(360) 569-2170	E-mail:	

Section 1: How is the VTS Service Provided?

1.1 In what year VTS service first provided?	1996	1.6a Contract Term (years):	2
1.2 Who currently manages the VTS service?	Contractor	1.6b Contract Start Date:	4/16/96
1.3 Who currently operates VTS service?	Contractor	1.6c Contract End Date:	4/16/98
1.5a Concessioner Name:	Rainer Overland, Inc.		
1.5b Concessioner Address:	51P.O. Box " S " Ashford, WA. 98304		
1.5c Concessioner Telephone:	(360) 569-0851		

Section 2: What Kind of VTS Service is Provided and what is the Frequency and Performance of the VTS?

2.1 What type of vehicles are used to operate the VTS Service?

2.2 Does the VTS service always operate along a fixed or consistent route or routes?

2.3 What are the names, round trip mileage, trips per day, % peak season trips in which vehicles are (1) filled to capacity, (2) beyond capacity and riders are left behind, and (3) operate on time (within 5 minutes of scheduled time)? (See Table B for service frequency per day of the week).

Route	Route Mileage	Peak Season Trips per Day	Off Peak Season Trips per Day	Percent Capacity Trips	Percent Refused Trips	Percent Ontime Trips
Ashford to Sea/Tac and Return	140					

2.4 If not a fixed route, How is the path of the VTS route determined?

2.5 Times per season that VTS service failed to operate due to an equipment shortage?

2.6 Times per season that VTS service failed to operate due to an operator shortage?

Section 3: What is the Purpose of the VTS Service?

3.1 Is the VTS the sole means of public access into the park or park unit?

3.2 Rate each of the following attributes as to their degree of relevance to the VTS Service:

Visitor Enhancement Rating:	Does Not Apply	Cost Effectiveness Rating:	Does Not Apply
Resource Protection Rating:	Low	Sustainability Rating:	Does Not Apply

3.3 What is the primary purpose of VTS?

Section 4: When Does the VTS Service Operate?

4.1 Is the service year around?

Current Year Start Date:

Next Year Start Date:

Current Year End Date:

Next Year End Date:

4.2 Peak Demand Start Date:

Low Demand Start Date:

Peak Demand End Date:

Low Demand End Date:

Section 5: How Does the VTS Service Operate?

5.1 Does the VTS Operate on a fixed schedule? If No, Describe How Trips are Determined:

5.2 Is Schedule Adjusted Weekly?

5.4 Is Schedule Provided to Operators?

5.3 Is Schedule Adjusted Daily?

5.5 Is Schedule Available to Visitors?

Section 6: What is the VTS Rolling Stock?

6.1 Who provides the vehicle/vessel equipment?

6.2 Total Fleet Size:

6.3 Number of vehicles or vessels operated in service at a single time?

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6.4 Do any vehicles employ alternative fuels?

No

Alternative Fuel Type:

Section 7: What Facilities Does the VTS Use?

7.1 Is there an inventory of VTS facilities?

No

7.2 Who owns the VTS facilities?

Wholly Owned by Contractor/Concessioner

Section 8: Who Uses the VTS Services?

8.1 Are passenger counts kept regularly?

Yes

If so, how often are the counts made?

Each Trip

8.2 Please provide the average daily number of passenger boardings

Section 10: How Much is Charged for Using the VTS Service?

10.1 Is a Fare charged to use the VTS Service?

Yes

10.2 Does Fare vary according to Season, day of week or time of year?

No

10.3 Does Fare Vary between adults and children?

No

10.4 Please Provide Fares for the VTS System

	Peak Season				Off Season			
	Peak Day		Off Peak Day		Peak Day		Off Peak Day	
	Adults	Children	Adults	Children	Adults	Children	Adults	Children
Ashford to Sea/Tac and Return								

Section 11: What are the Revenue and Operating Costs for the VTS Service?

11.2 Does NPS financially support the VTS in any way?

No

11.3 Does NPS or Treasury receive payment from VTS Contractor/Concessioner?

Yes

11.3 Basis for Payments Received:

Other

Percent of Gross Revenues:

11.3 Other Basis for Payments Received:

11.4 Does VTS receive funds from sources other than NPS?

No

Please provide Operating Revenue, Cost, Funding Sources:

Section 12: What are the VTS Liability and Safety Programs?

Collision Coverage:	\$500,000.00
Comprehensive Coverage:	\$500,000.00
Property Coverage:	\$500,000.00
Public Liability Coverage:	\$500,000.00
Medical Coverage:	\$500,000.00

Collision Premium:	
Comprehensive Premium:	
Property Premium:	
Public Liability Premium:	
Medical Premium:	

Other Insurance:

Other Premium:

Total Premium:

12.2 Who pays Insurance?

Contractor

12.5 Who conducts substance abuse screening?

No

12.3 Who pays Operator Ins.?

Contractor

12.6 Who conducts safety training program?

No

12.4 Who pays special license?

Company

12.7 Who maintains substance abuse program?

No

12.4 Who screens operator history?

No

Who regulates VTS vessels and crews?

12.8 Number of injury claims in past 5 yrs?

0

Section 13: What are the VTS Maintenance Procedures?

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13.1 Is there a written Maintenance Program?	No
13.2 Are there written Hazmat Program procedures?	No
13.3 Is there a written Maintenance Training Program?	No
13.4 Is there a written Safety Program for VTS maintainers?	No
13.5 Is AC Brake Certification required?	No
13.6 Are federal (e.g., OSHA) Records Maintained?	No
13.7 What is the number of Shopped Vehicles per day on a typical peak visitor season?	0
13.8 What is the number of preventable maintenance road calls made during FY 1996?	0

Section 14: What Future Plans are there for VTS Service

Planned Mods: Currently exploring expanded VTS as part of a new GMP, which is scheduled for completion in 1999.

Plan Reports: No